

AREA 7**INTENT**

Existing and future residential buildings on the Tumwater Campus should provide a mix of scales and housing types: single-family detached units, multi-family units, and townhouses. This mix is intended to enable families of surrounding areas, state employees, and people affiliated with the Campus a wide choice of housing opportunities. These residences are intended to promote 24-hour-a-day activity on the Campus. A vertical mix of uses may include upper-level residential over retail and commercial development. This integration of residents into the commercial areas would strengthen the twenty-four-hour presence of residents in the Campus community. Generally, density increases from single-family detached units north of Israel Road to multi-family structures facing the *Triangle*.

USE

Neighborhood retail services on the first floor are encouraged in multi-family frontage on the *Triangle* and Linderson Way. Single-family and townhouse development may not locate any commercial or retail services in any part of their buildings.

PLACEMENT

Facades on the *Triangle* and Linderson Way shall be built to those property lines and those elevations shall occupy no less than 80 percent of the frontage. Townhouses can be set back a maximum of twenty feet from the street and access should be from street-facing elevations. The multi-family and townhouse residences shall collectively define an open space, as shown in the Area 7 graphic. Existing residences occupy the north-central part of the Campus, east of the Labor & Industries Building, and north of the New Market Vocational Skills Center. As the form of the Campus is realized, there may be dislocation of existing housing. Newly constructed housing should orient to the *Pedestrian Way*. Housing facing the *Pedestrian Way* must include semi-private transitional space at all entries on the *Pedestrian Way*. These may include covered and uncovered porches, steps with railings, verandas, and garden paths. Setbacks from the *Pedestrian Way* shall be a minimum of five feet and a maximum of fifteen feet.

HEIGHT

Multi-family housing on the *Triangle* and Linderson Way shall be a minimum of 30 feet and a maximum of 60 feet in height. Townhouses and multi-family units shall be a minimum of 25 and a maximum of 45 feet in height. Single-family homes shall be a maximum of 35 feet tall.

AREA 7**CHARACTER**

Multi-family housing shall promote an urban character along the *Triangle* and Linderson Way. For these structures, glazing material is encouraged on ground-level facades facing the *Triangle*. The setback of any new townhouse between the building and the sidewalk should consist of an enclosed entry garden, such that all enclosures shall be of equal height.

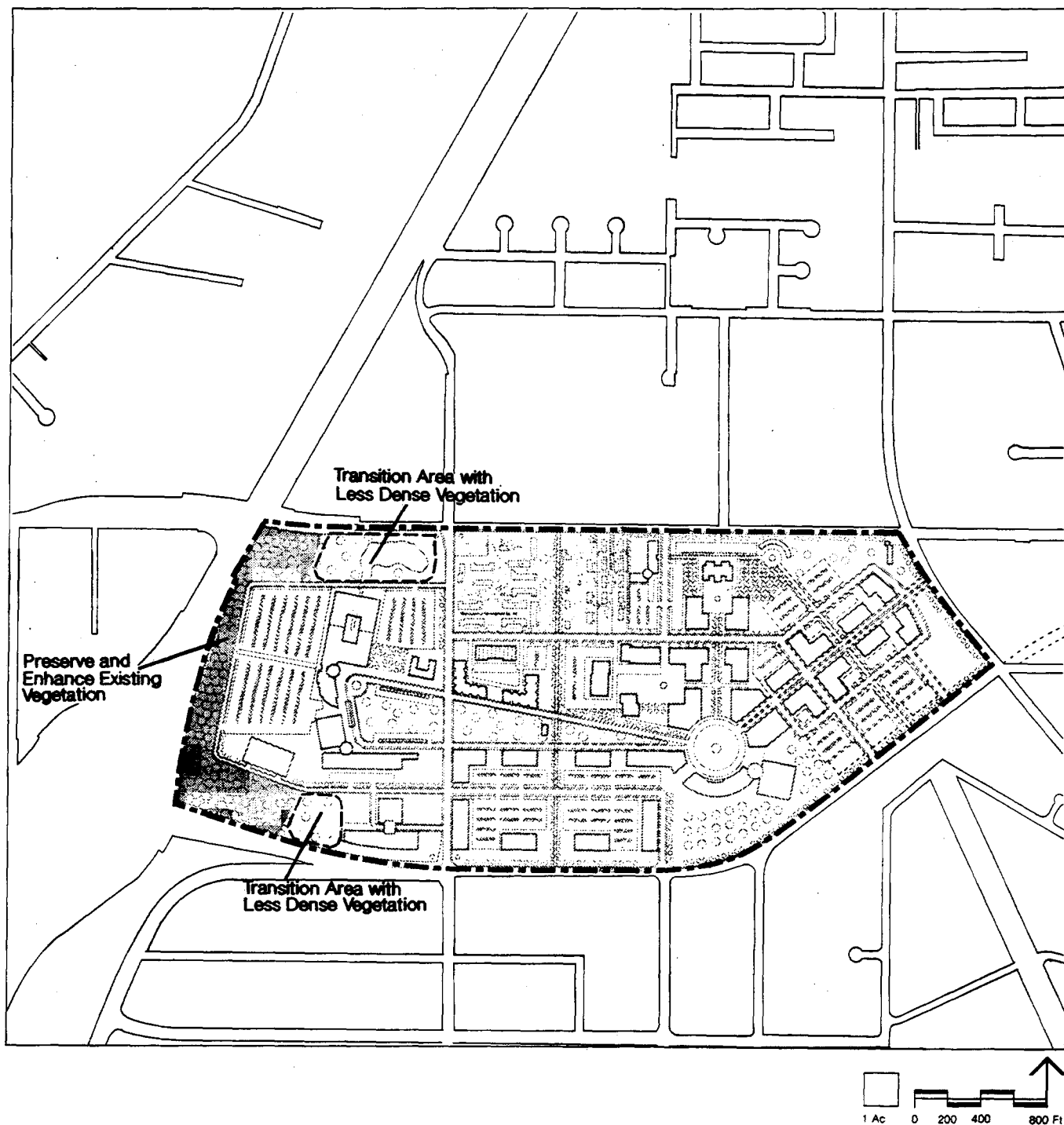
PARKING

Design of small areas of parking, separated by landscaped visual barriers, is encouraged. Otherwise, structured parking may be utilized, if not readily visible from public open spaces. Design of large, unbroken expanses of parking shall be avoided. A minimum of 10 percent of parking areas shall be devoted to plantings and landscaping, which shall not be limited to the perimeter of the parking areas. Parking areas and structures shall be effectively buffered from view from the *Triangle*. Any new construction of housing on the Tumwater Campus should provide driveways incorporating joint access with adjacent properties, if possible. These drives shall provide access to garages or parking areas within or at the rear of those buildings.

The design of the landscape of the Tumwater Campus is critical to the realization of a quality mixed use development. The diversity of activities planned for the Campus should each present their own character. Building facades on the Campus will greatly determine the image the Campus will take. The spacing of buildings and the resultant areas between them are equally important, as are the larger open spaces. The ornamental and space-forming qualities of water features, sculpture, landforms, smaller structures, and vegetation will ultimately establish the character and the quality of the Campus. Design guidelines address the following landscape topics:

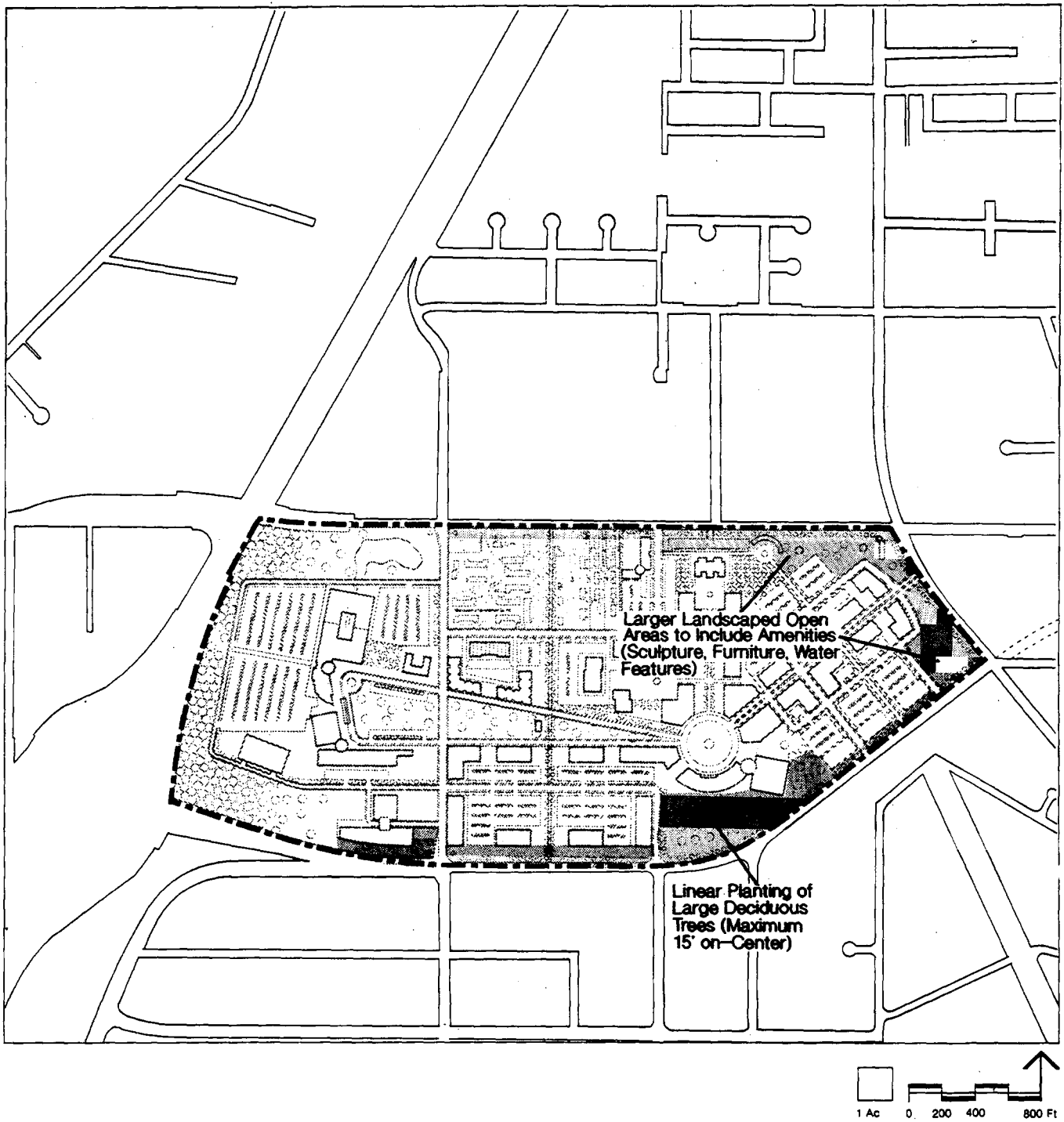
- Buffer zone
- Perimeter zone
- Gateways
- Park blocks
- Pedestrian ways
- Circle
- Triangle

The intent of each element, its location, and design criteria are described.



BUFFER ZONE

- INTENT** The purpose of the *Buffer Zone* is to separate and protect development from adjoining high-traffic corridors, to preserve and enhance vegetation, and to create an image and presence of the Campus along its freeway frontage.
- LOCATION** The *Buffer Zone* is located in the western portion of the Campus and generally separates the planned state facility development from the freeway, Airdustrial Way S.W., and Israel Road.
- CRITERIA** Existing vegetation, including large trees and ground covers, shrubs, and small trees, should be maintained in a natural state. Additional vegetation should supplant existing where buildings or parking lots diminish the breadth or density of the *Buffer Zone*. Roads and paths through the *Buffer Zone* are discouraged. In this regard, all new building siting should recognize the importance of vegetation preservation. The combination of dense vegetation, berms, or screen walls should attenuate noise impacts.



PERIMETER ZONE**INTENT**

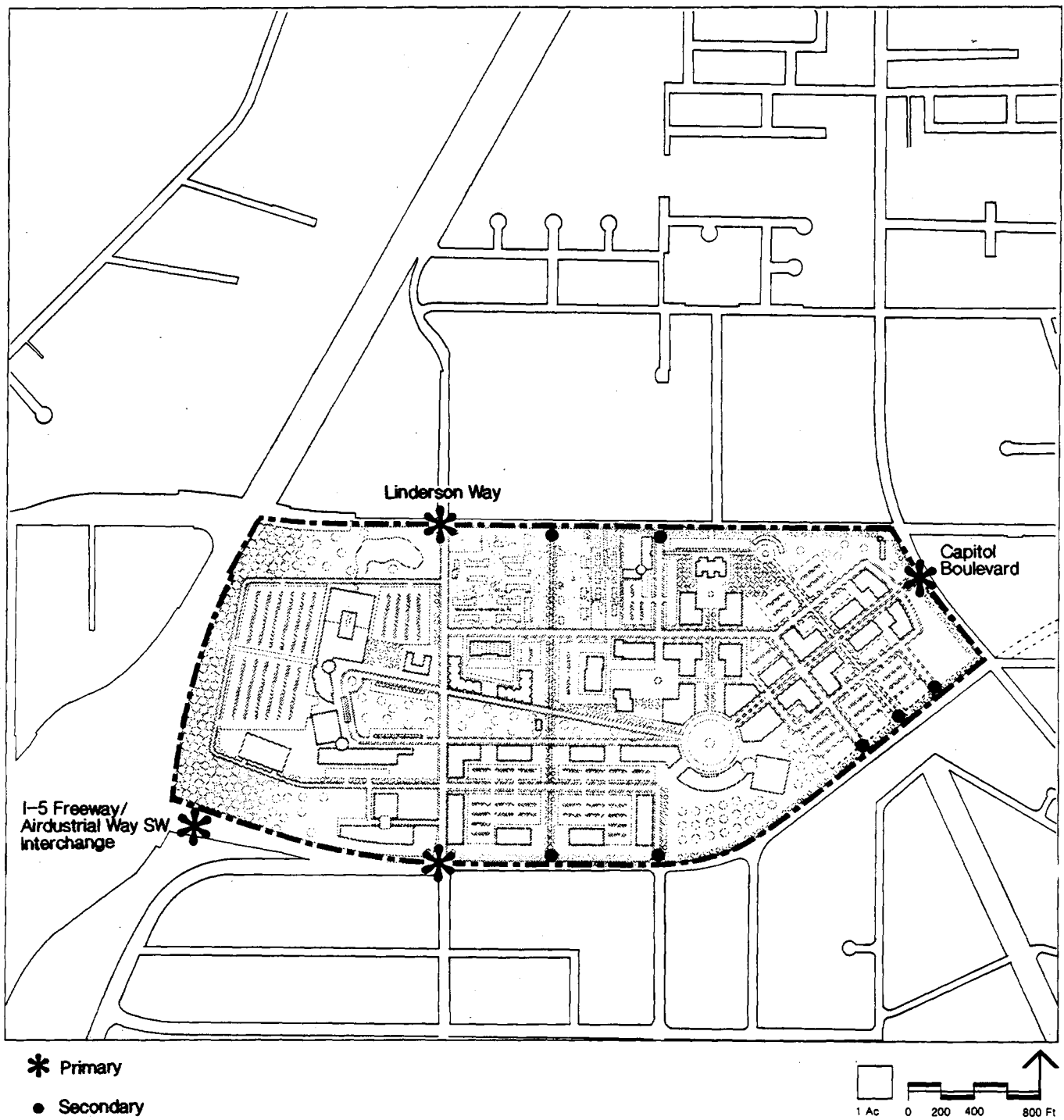
Landforms, water features, vegetation, and small structures at the edges of the Tumwater Campus should enhance the urban civic image of the Campus. Plantings around the perimeter should help to enclose and define the Campus edges. Views into the Campus from the surrounding area should not be screened. The edge transition should be highlighted but is not intended as a barrier. Relationships with the surrounding areas should be created.

LOCATION

The *Perimeter Zone* is defined as the Campus edges along Israel Road, Capitol Boulevard, and Airdustrial Way S.W. The depth of the *Perimeter Zone* will vary, depending upon the specific location. The area addressed is within the Campus boundaries, but it is recommended that improvements be coordinated with the opposite sides of the perimeter streets.

CRITERIA

Perimeter plantings should be of large deciduous trees that will, when mature, frame views into the Campus between their trunks and beneath their canopy. Due to the close proximity of Israel Road, Capitol Boulevard, and Airdustrial Way S.W., the perimeter vegetation must be pollution-resistant and salt-tolerant. It should be set back from the road edge a maximum of six feet and should be spaced a maximum of 20 feet on-center. In the interest of maintaining an urban character in the Campus, low ground covers and flowers may be used along the perimeter. Shrubs should be used only where they will not impede sight lines into the Campus or cause safety hazards at street intersections. Mounds and berms along the perimeter may not exceed 30 inches in height. Perimeter structures may be used to generate a rhythm or accentuate the edge of the Campus, but they should not unduly inhibit views into or out of the Campus. Any surface parking areas should be effectively screened with buffer vegetation.



GATEWAYS**INTENT**

Gateways to the Campus should accentuate and define linkages between the Campus and the surrounding communities. They should establish a hierarchy along the perimeter edge by punctuating that edge with special structures, plantings, earthworks, and water features.

LOCATION

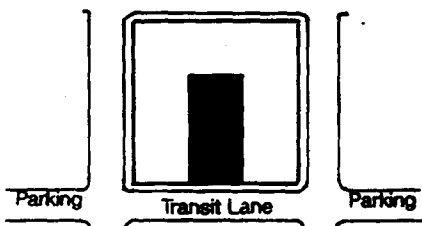
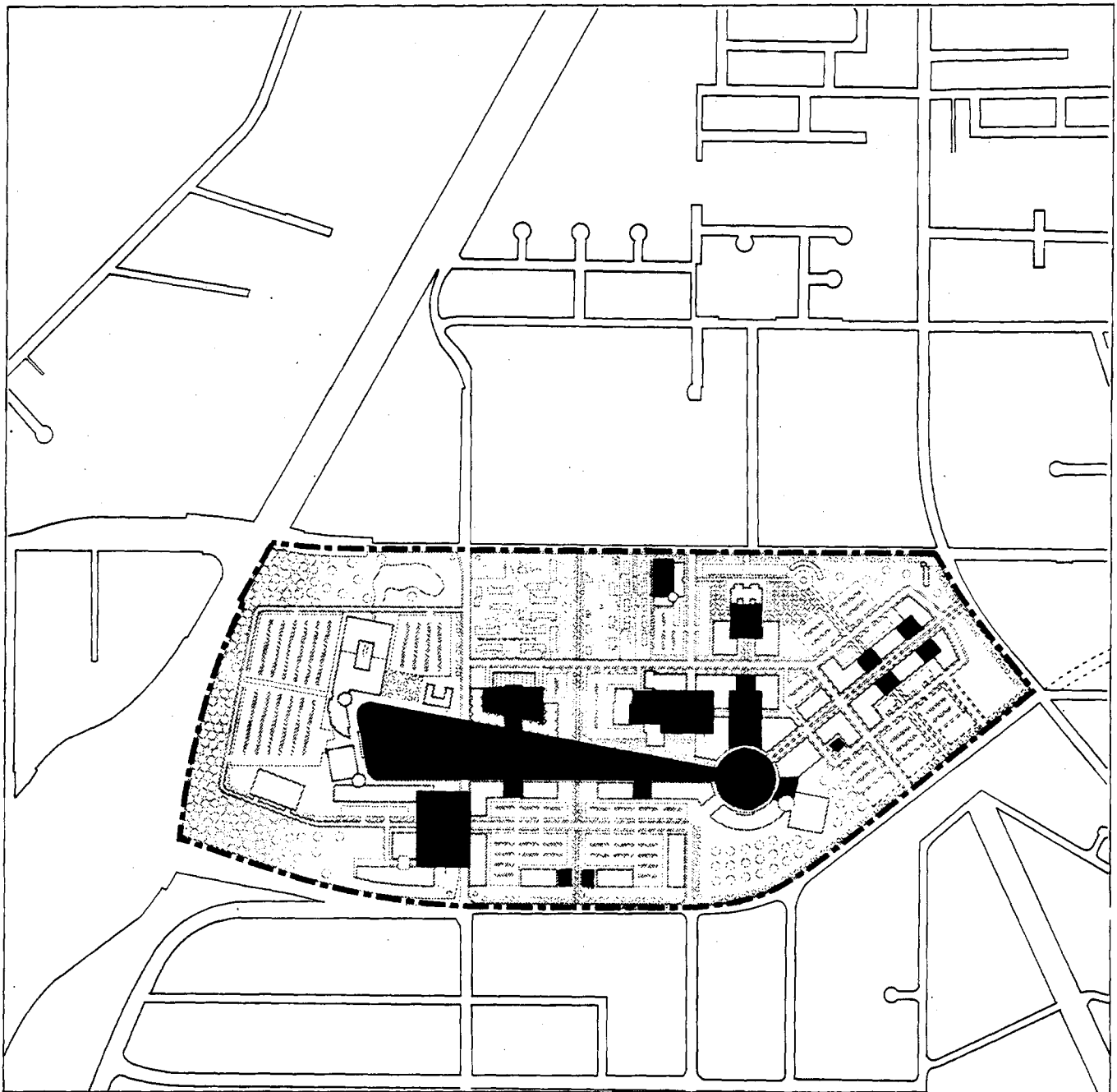
Primary Gateways into the Campus occur at the intersections of Linderson Way and Israel Road, Capitol Boulevard, and the Campus Boulevard, and at Linderson Way and Airdustrial Way S.W..

Secondary Gateways into the Campus occur at the two *Pedestrian Ways* on Airdustrial Way S.W., the two *Pedestrian Ways* on Israel Road, the vehicular entry to Tumwater City Hall off Israel Road, and the three connector road entries off Airdustrial Way S.W..

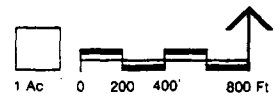
CRITERIA

The *Gateways* should be made of solid elements, should be visible from every angle of approach, and should allow a change of light, surface, and view while passing through. *Primary Gateways* should reflect the importance of those points at which most pedestrian and vehicular traffic enters and leaves the Campus. They should reflect the image of the Campus community as a whole. *Secondary Gateways* should reflect the more specific areas at which they occur, through placement, proportions, and materials.

Recommended *Gateway* elements include arches, pergolas, trellises, canopies, gatehouses, wrought or cast iron fencing with stone or brick piers, fountains, pools, special paving and groundcovers, changes in elevation of roadways and surrounding areas, sculpture, vegetative bosques, copses, allees, and border gardens.

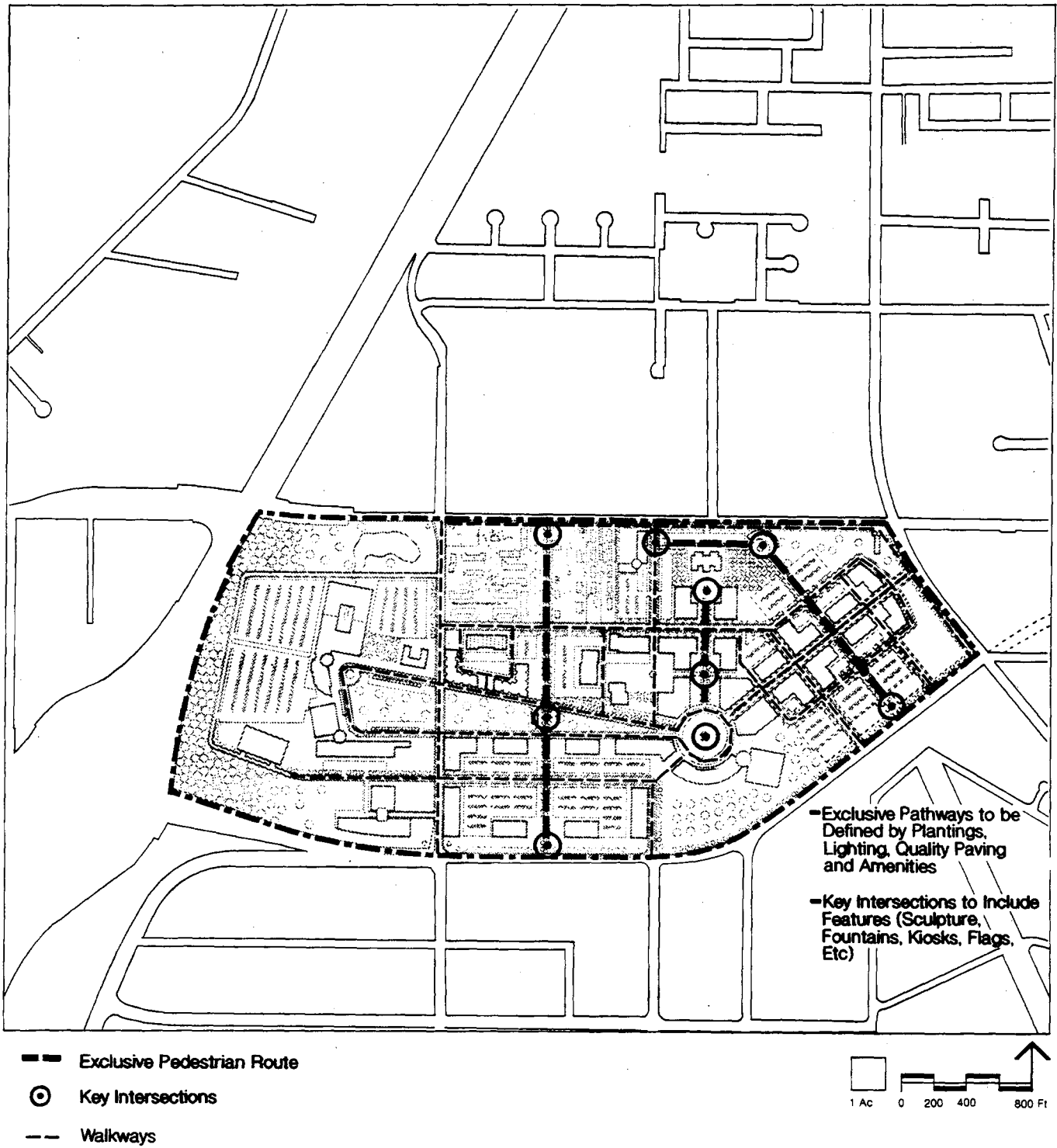


'Park Block' is defined as a grouping of buildings which defines a central open space commons which opens to a pedestrian and vehicular artery.



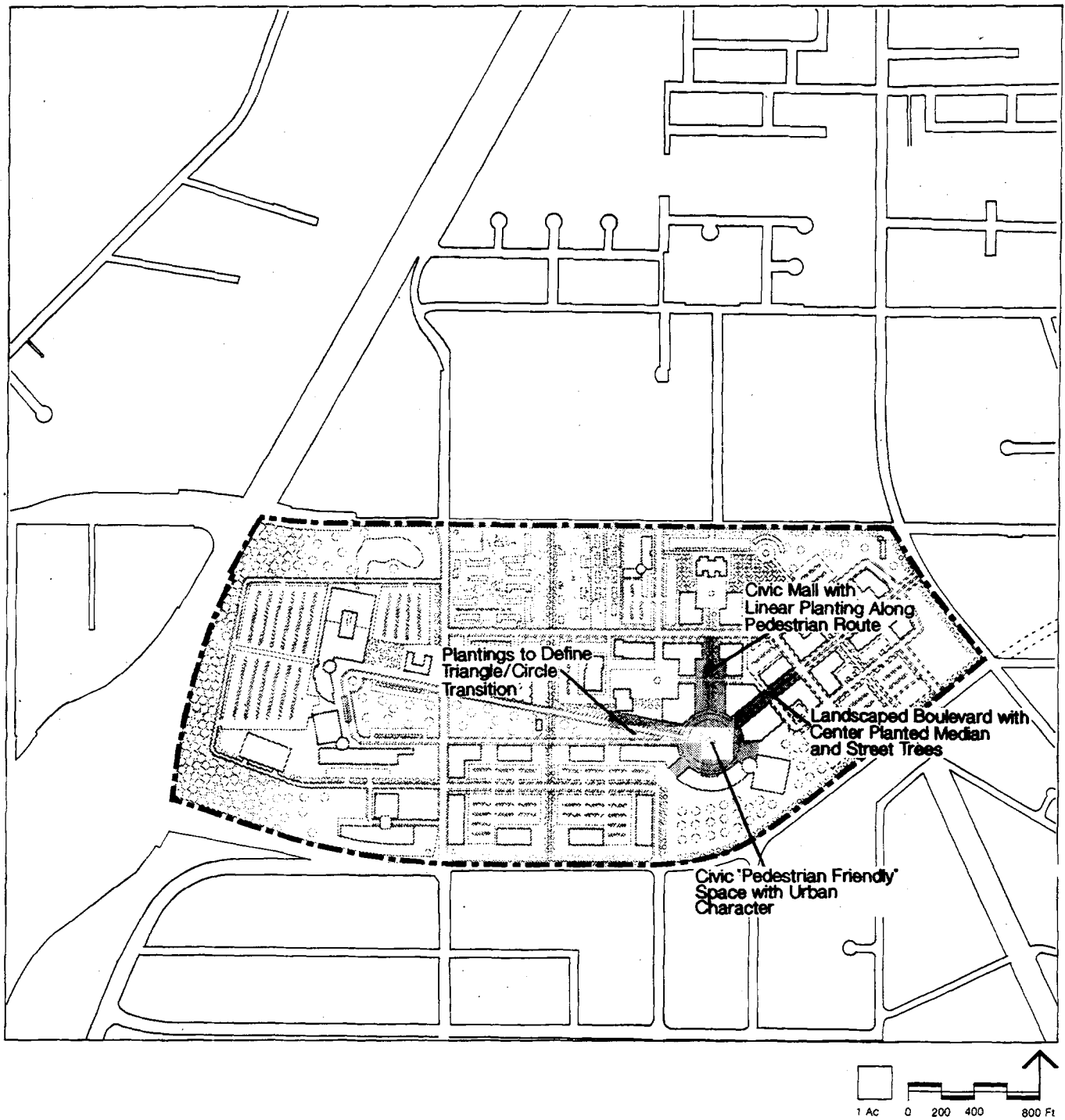
PARK BLOCKS

INTENT	Consistent with the design concept described in the State Capitol Master Plan, <i>Park Blocks</i> are intended to provide landscaped open spaces that are defined by their adjoining buildings. The <i>Park Blocks</i> are intended to promote public transit as a primary transportation mode.
LOCATION	<i>Park Blocks</i> are located throughout the Campus. Included is the space surrounded by the Newmarket Vocational Skills Center, the plaza before City Hall, the <i>Civic Mall</i> between City Hall and the <i>Circle</i> , the space between Phase 1 and Phase 2 of Labor & Industries, and pockets formed by buildings, vegetation, and landforms across the Campus. Locations cannot be precisely defined because the plan is conceptual and individual building sites have not yet been designed. Nonetheless, <i>Park Blocks</i> must be located and included as part of specific project development. They may vary in size and have different attributes but must meet the basic intent.
CRITERIA	<i>Park Blocks</i> are landscaped outdoor rooms enclosed by buildings and vegetation which may range in size from a very small, intimate courtyard to a several-acre quadrangle. They may have surfaces of lawn with paths and pools, or paved entirely with brick or granite. Each space should have its own character. They will raise the importance of outdoor areas from leftover space to spaces as significant, positive, and necessary as those occupied by buildings. Due to the mix of types of open spaces, the <i>Park Blocks</i> will provide people working in the Campus, residents, and others visiting the Campus, varied outdoor opportunities. The <i>Park Blocks</i> will include places of quiet to sit and talk away from a busy office or shopping street; more open areas to relax and watch people go by; larger spaces to stroll or exercise. <i>Park Blocks</i> should not be adjacent to parking lots without significant visual and noise barriers, nor should they be near large vehicular routes. They should be located on or near pedestrian walkways, including the <i>Triangle</i> , the <i>Circle</i> , and <i>Main Street</i> .



PEDESTRIAN WAYS

- INTENT** *Pedestrian Ways* are intended to provide direct, safe, landscaped routes, free of barriers and automobiles, for pedestrians and bicyclists across the Campus. Because the pace is slower on a *Pedestrian Way*, the design of the way will be more densely detailed for all physical elements, including paving, seating and other furniture, lighting, plantings, signage, enclosures such as fencing and walls, water features, and landforms.
- LOCATION** *Exclusive Pedestrian Ways* extend through the site at three key locations: from Israel Road at the residential edge directly through the center of the Campus to Airdustrial Way S.W.; from between Israel Road and Tumwater City Hall parallel to Israel Road, to a small hub, then directly through the commercial/retail area, parallel to Capitol Boulevard, on to Airdustrial Way S.W.; from City Hall to the Circle. *Pedestrian Ways* (sidewalks) are also located throughout the Campus along the street system.
- CRITERIA** All exclusive pedestrian walkways should be at least 12 feet wide. *Pedestrian Ways* will have a right-of-way of at least 18 feet, to include three feet of planting area on each side of the paved walkway.
- The setback of adjacent buildings will greatly determine the character of a pedestrian way. Setbacks along the *Pedestrian Ways* should be narrow, to help define and enclose the paths, unless the setback also includes a *Park Block* adjacent to the *Pedestrian Way*, in which case the setback may be greater.
- The *Pedestrian Ways* all should be lined with deciduous trees along their length to help define and contain the paths and to provide shade. These trees should be placed no further apart than 15 feet on-center.
- All paths should have effective lighting, and seating along their entire length.
- Crosswalks should occur at all street crossings, and should be of the same material as the walkways. Paving should be distinctive and of durable materials. It should not be of bituminous rock, but rather brick, marble, granite pavers or cobbles, or individual brick-sized concrete pavers. At major intersections or the terminus of a path, a significant element, such as a sculpture or fountain, should identify that special portion of the path.



CIRCLE

INTENT

The *Circle* is intended to be the central hub of activity within the Tumwater Campus. From the *Circle*, the *Triangle* radiates to the west, the *Civic Mall* to the north, and the *Boulevard* to the east. In order to emphasize the importance of the *Circle*, and to work in concert with the unified building facades around the *Circle*, an integrated landscape treatment must also be applied.

LOCATION

The *Circle* is located at the center of the Campus, between the *Triangle* and the *Boulevard*.

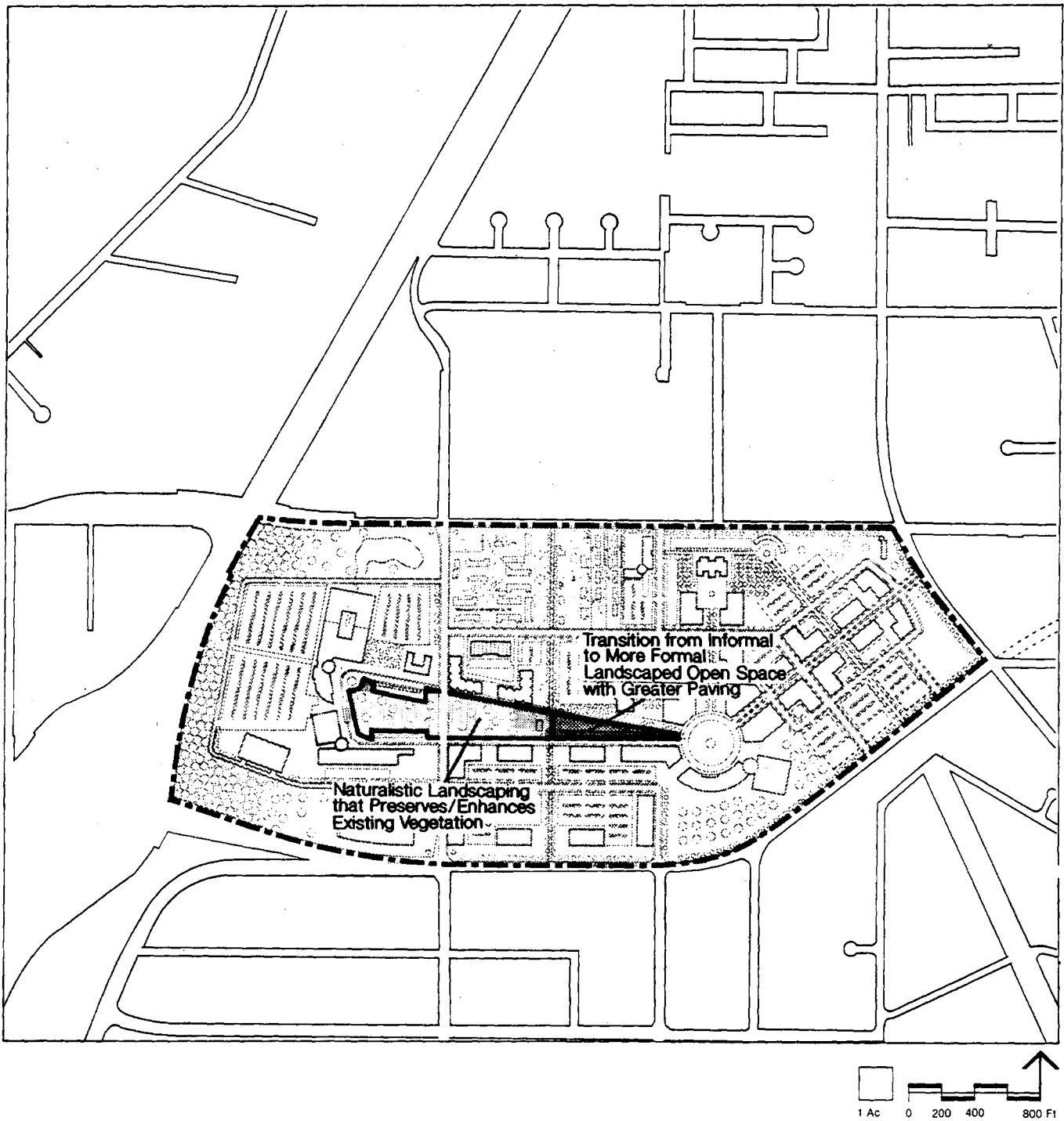
CRITERIA

Landscaping of the *Circle* should include large deciduous trees that follow the circumference of the outside of the *Circle* roadway, with a maximum setback from the curb of five feet and with maximum spacing of fifteen feet. These trees should be pollution-resistant and salt-tolerant.

Street furniture, including benches, lighting, trash receptacles, hydrants, tree grates should reflect the civic qualities of this area, and reference the history of Tumwater.

The area within the *Circle* should allow pedestrian use and enjoyment. It should contain elements of ornamentation such as fountains and/or sculptures that are scaled to reflect the size and importance of the *Circle* as a civic core. General views across the *Circle* should not be impeded.

No design for the area within the *Circle* is specified in detail. Rather, this area should be subject to more rigorous design analysis in the future, consistent with the described criteria.



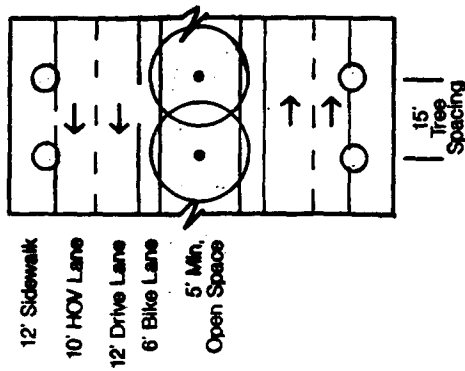
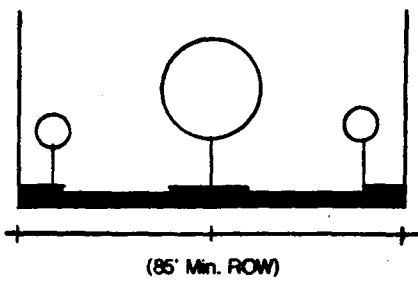
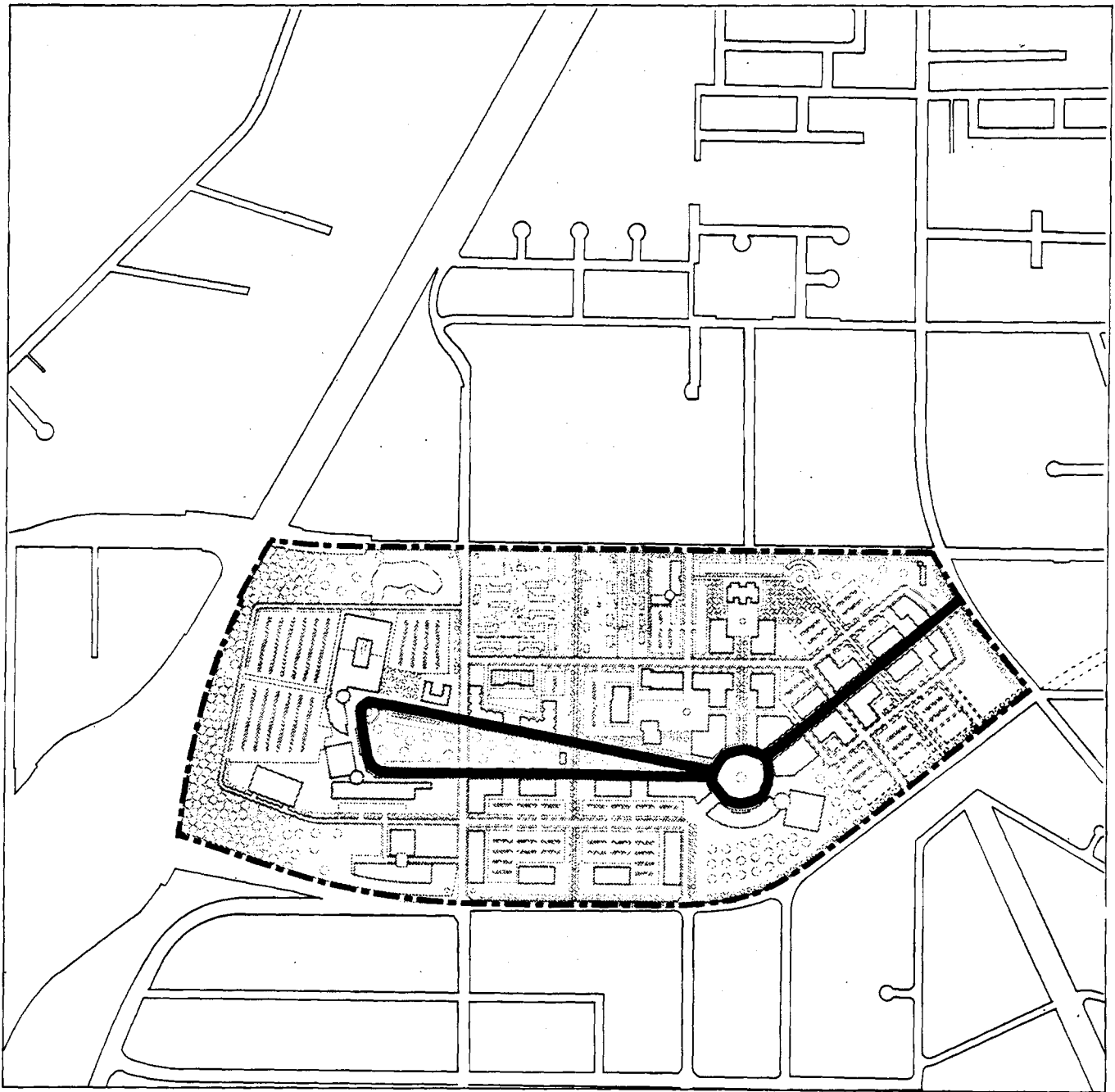
TRIANGLE

INTENT The *Triangle* is to be an open, bucolic park at the center of the Tumwater Campus. The easternmost third of the *Triangle* should act as the transition zone between the sylvan qualities of the western portions of the *Triangle* and the urban qualities of the *Circle*.

LOCATION The *Triangle* is located through the middle of the Campus, west of the *Circle*.

CRITERIA Vegetation on the western two-thirds of the *Triangle* should be maintained. Thinning should occur to allow sight lines through the *Triangle* and to create clear spaces on the *Triangle* for specific uses. Trees, especially large specimens, should be retained. Plantings of large trees on the entire edge of the *Triangle* should be installed to better define its open space character. The eastern third of the *Triangle* should have more paving, with brick, marble, granite, or another quality stone paving material. It should not be paved with concrete or bituminous. The same criteria apply for paving of paths throughout the entire Campus.

Because parking will be displaced with the creation of the *Triangle*, a maximum of 30 parking spaces will be provided within the *Triangle*. These spaces will be located along the perimeter of the *Triangle* in two areas: just south of the Child Development Center; and directly south of that, across the *Triangle*. These parking areas shall be screened from view from both within and outside the *Triangle*. The screen will be vegetative and will enhance the form of the *Triangle* along its edge through use of medium-to-large trees.



In addition to providing pedestrian and vehicular circulation, the system of Campus roads provides the framework for defining and uniting the various Campus areas. The "Plan Elements" section provided a general discussion of the circulation system. The following describes each road type in more detail. Additional engineering design and review of the streets may be necessary relative to standard street sections and adopted design standards. Changes may be approved as part of the design review process.

All roadways should have plantings, seating, trash receptacles, hydrants, tree grates, light standards, and bus stops, in scale with the proportions of the roadway and the area in which they are found, and designed to reflect the civic character of the Campus and the history of Tumwater.

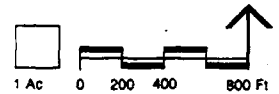
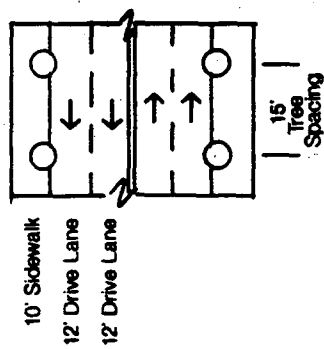
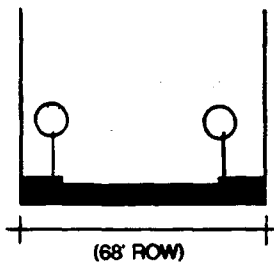
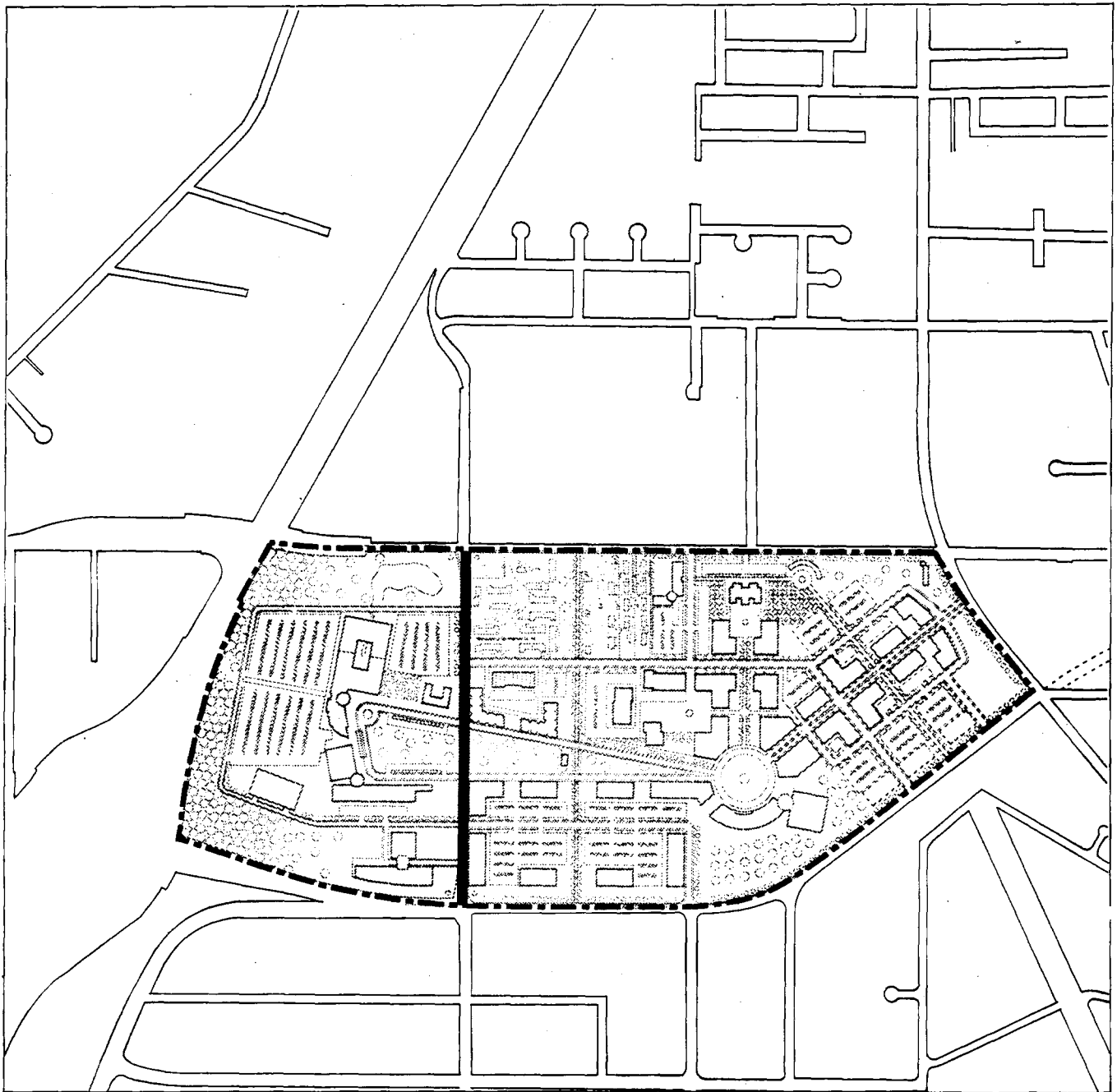
THE BOULEVARD

The orientation of the *Boulevard* encourages the symbolic linkage between state, city, and private uses. The *Boulevard* directly connects with Capitol Boulevard and extends west as *Main Street*, around the *Circle*, and along the edges of the *Triangle*. The *Boulevard* contains an open space that divides travel in the two directions. The *Boulevard's* open space varies in dimension to accommodate the lineal, tree-lined green of *Main Street* and the open spaces of the *Circle* and *Triangle*. As shown in the *Boulevard* graphic, the cross-section of the *Boulevard* contains a driving lane, an HOV lane, a dedicated bike lane, and a wide sidewalk in each direction. The HOV lane would accommodate transit vehicles, while the sidewalk would provide for varied pedestrian activities as well as a range of plantings and furniture. Sidewalk trees should be spaced no more than fifteen feet apart and should occur on both sides of the street.

Large deciduous trees should line the *Boulevard*, with a maximum setback from the curb of five feet, with maximum spacing of 15 feet. Trees along the western two-thirds of the *Triangle* should be randomly spaced. All streetside trees should be pollution-resistant and salt-tolerant.

The median should be no more than three feet high, including earth works and vegetation, but not including large deciduous trees, which are required on the median. The large trees shall be spaced no more than 15 feet on-center in the median.

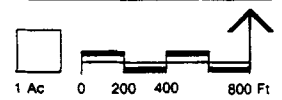
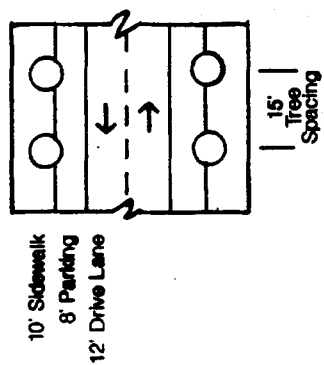
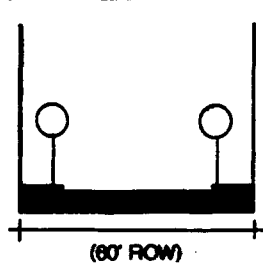
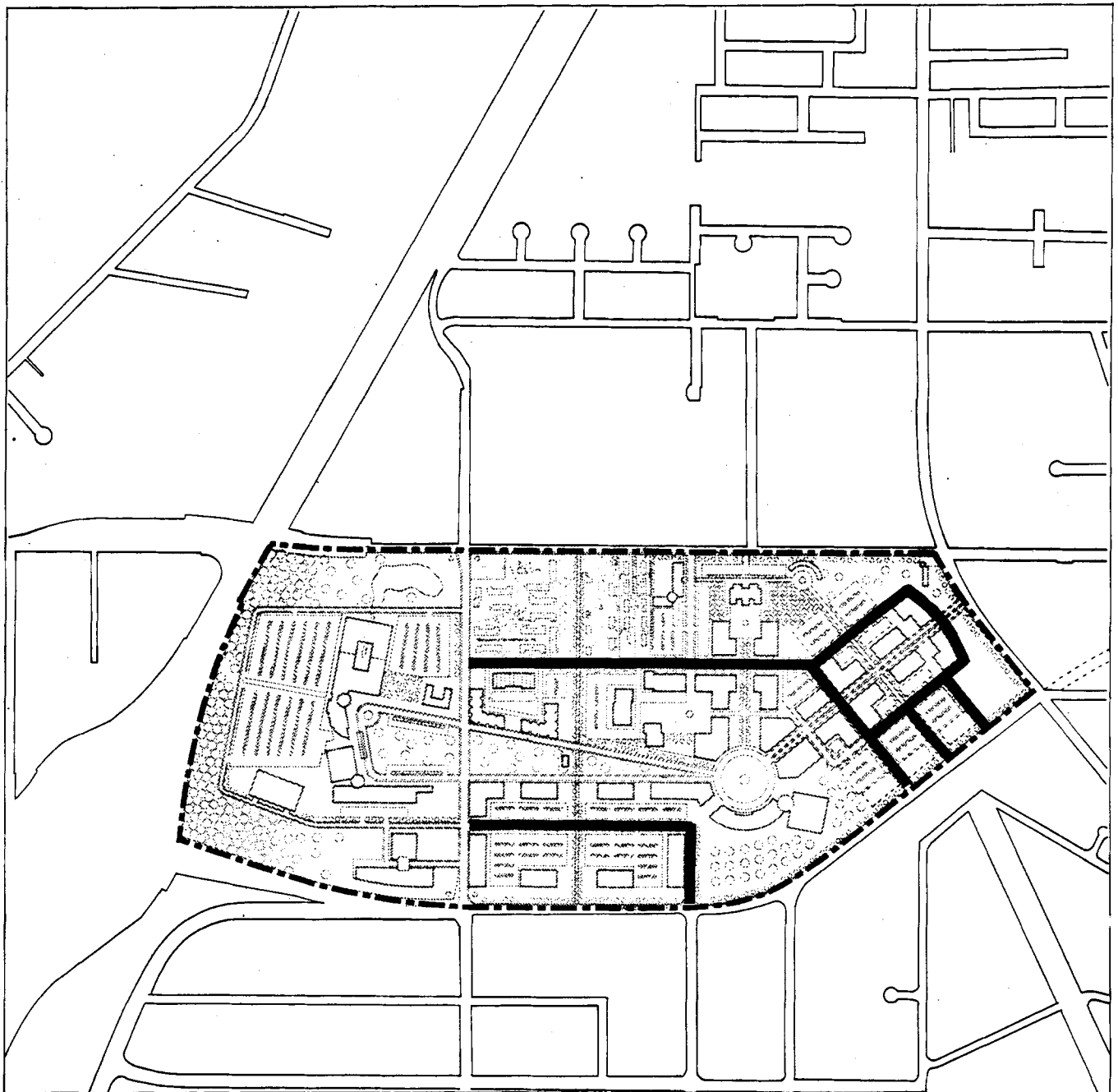
Street furniture, including benches, lighting, trash receptacles, hydrants, tree grates should reflect the civic qualities of this area, and its design should also reference the history of Tumwater.



STREET A

Street A (Linderson Way) permits north and south vehicular and pedestrian traffic through the site. As the only direct north and south Campus throughway, *Street A* provides two wide driving lanes in each direction and relatively wide sidewalks to promote through traffic. The emphasis of *Street A* should deter the movement of north and south traffic through other Campus pathways, limiting traffic northward to the existing residential neighborhood.

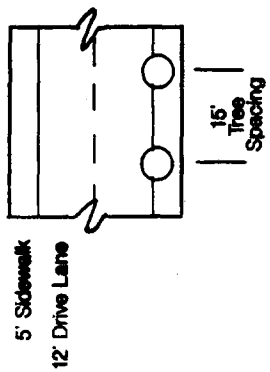
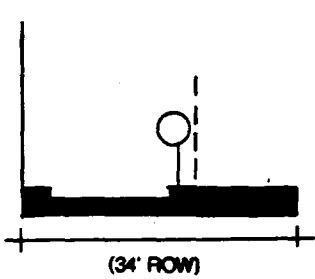
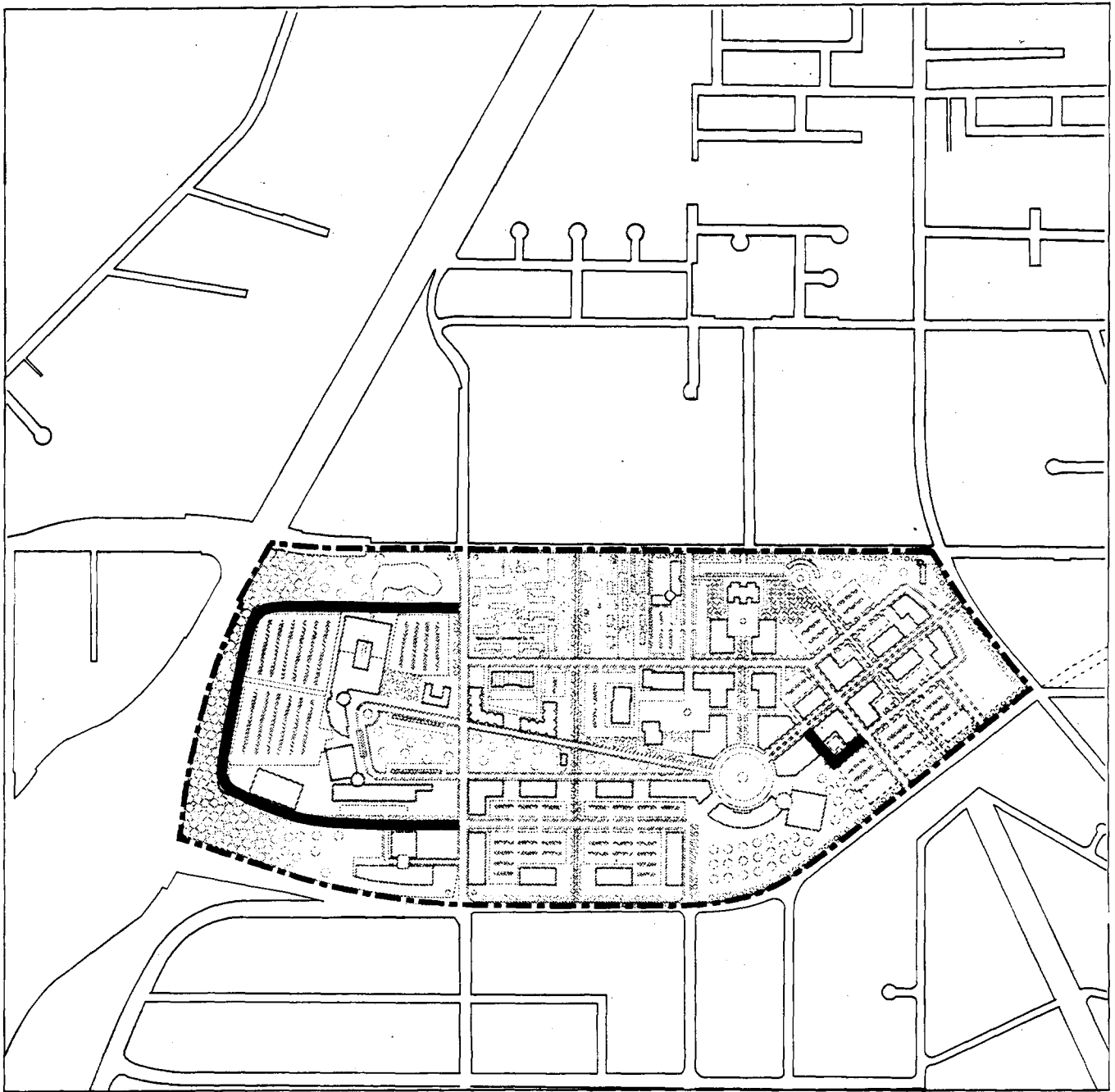
Sidewalk trees should be spaced no more than 15 feet apart and should occur on both sides of the street.



STREET B

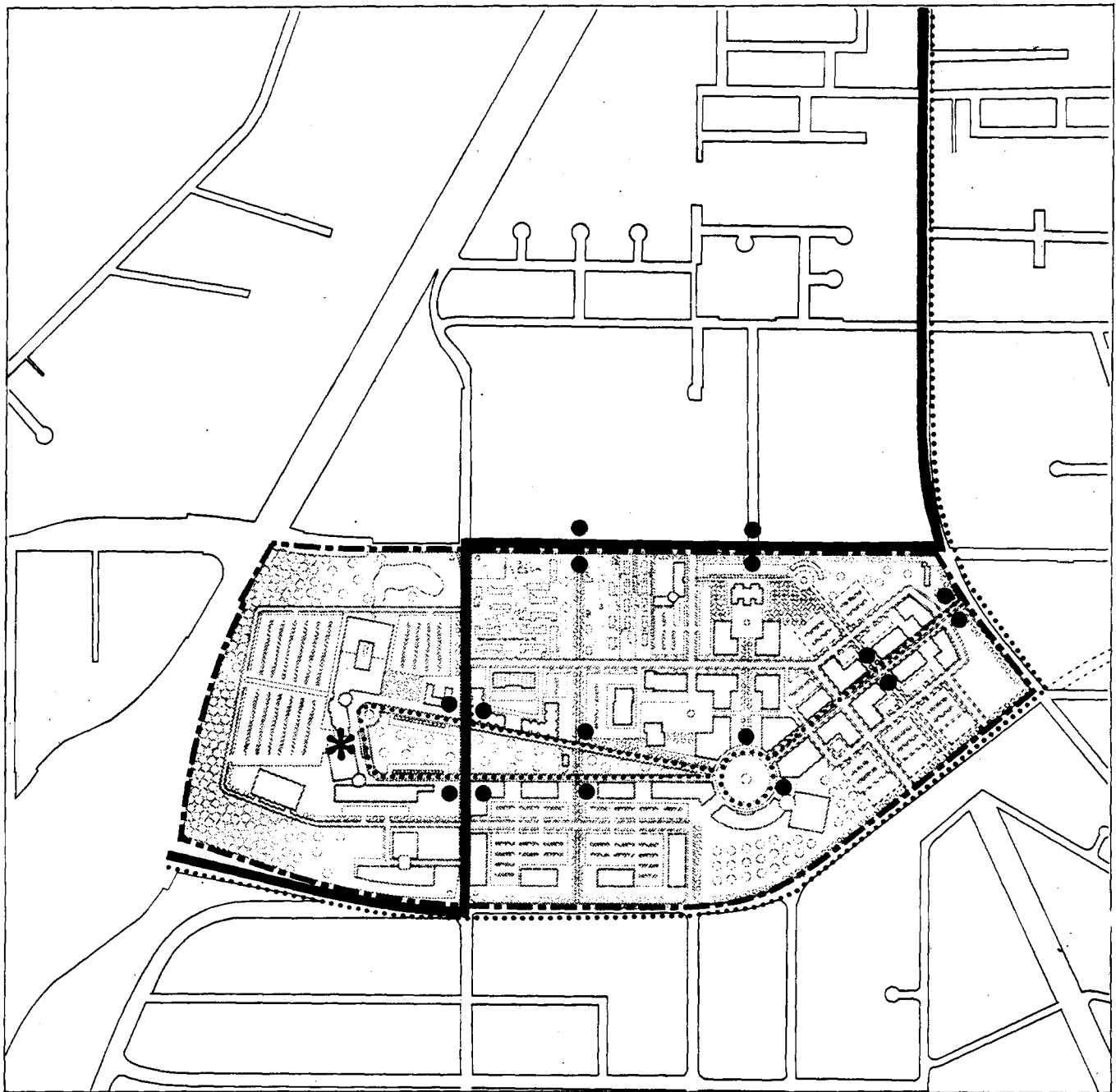
Street B provides a basic street for the Campus: two driving lanes, parallel on-street parking, and wide sidewalks. In Campus areas of retail and commercial use, *Street B* enables convenient short-term parking and direct pedestrian access.

Sidewalk trees should be spaced no more than 15 feet apart and should occur on both sides of the street.



ACCESS STREET

Access streets provide secondary vehicular and pedestrian circulation means to-and-from state facilities and associated parking structures and lots. This road type contains two wide lanes and modest sidewalks.



- Bus
- Van
- Stop
- * Transit Center



In combination with the bicycle and pedestrian pathways, the transit system provisions within the Campus intend to reduce the need for cars and other single-occupancy vehicles. Primary transit vehicle types would be vans and buses. As shown in the Roads section of these guidelines, transit vehicles travelling along the *Boulevard* would use the dedicated HOV lane.

Transit stops would be distributed every one to two Campus blocks as suggested by the graphic. At key transit stops, shelters should be provided. A "transit center" will be located at the point of highest user need. A likely location for this would be at the west end of the *Triangle*, fronting the state facilities. The transit center would comprise an open-air structure to accommodate a significant number of users and dedicated roadway to provide lineal space for three standing vehicles. All transit stops would provide clear signage and appropriate furniture and lighting.

In general, the range of transit vehicles and routes should provide a convenient means for travelling from and to the Olympia Campus, for destinations from Interstate 5, existing and future Tumwater area routes, and within the Campus itself. All transit-related designs must be coordinated with Intercity Transit. The Campus is one part of a regional transit system. The specific transit routes and stops must be reviewed by Intercity Transit, who will ultimately provide the service.